



CENTER LINE



UTAH STATE DEPARTMENT OF HIGHWAYS

Vol. 6 No. 6

June, 1975

REPORT. . . .

The Special Session

By Warren Morningstar
Information Specialist

Most people will remember 1975 as the year of tight money, and the Highway Department is no exception. During the General Session of the Utah State Legislature, held during the first part of this year, the Department submitted a program of highway needs that totaled \$54 million in state funds. But revenue projections by the Department indicated that there would not be enough income to the Highway Construction and Maintenance Fund to meet that program leaving the Legislature with the difficult task of finding additional revenue for the Department or trimming the Department's budget.

The Legislature chose to trim the budget back to \$42.6 million. But they also recognized the need for additional monies and made a conditional appropriation of \$8.2 million if the additional money became available in the Highway Fund. Governor Rampton said he would call the Legislature into a special session to reconsider the Department's financial situation, but before taking any final action both the Governor and the Legislature wanted to see what Congress would do that might help or hinder state highway departments. It was assumed by many that when the



Speaker Ronald Rencher presides over the House debate of the Department's budget.

Legislature did meet they would be concerned primarily with increasing the state gasoline tax in order to get more revenue for the Highway Department. (See *Center Line*, April 1975)

Between the end of the General Session in March and the Special Session held June 23, the gas tax was discussed and debated by government officials and the general public. It became painfully clear that any increase in the state gasoline tax would meet with opposition. By the time the

Special Session met, the gasoline tax had become so unpopular with the legislators that the measure was not even introduced. Instead, the legislators attacked the problem from a different angle and passed several pieces of legislation designed to help the Department.

SUPPLEMENTAL APPROPRIATIONS

House Bill 3 appropriated \$3.5 million from the General Fund to match federal-aid monies for highway con-

struction. Coupled with an additional carryover of \$700,000 from the Highway Construction and Maintenance Fund, Utah will be able to contract for a \$42 million federal-aid construction program in Fiscal Year 1976.

The Legislature also appropriated \$1 million from the Highway Construction and Maintenance Fund and increased the maintenance appropriation from \$16.2 million to \$17.2 million.

LOANS FOR HIGHWAY OPERATING CAPITAL

Senate Bill 4 allows the Department to borrow money interest free from the

Federal Highway Administration and they reimburse the state for the federal share of the project. This means that for a short time there is a heavy drain on the Department's cash reserves. In the past the Highway Department has retained an operating cash reserve to cover these fluctuations in cash flow. Now the Department no longer needs to maintain an operating reserve.

Although the bills passed by the Legislature did not provide everything the Department had hoped for, Director Blaine J. Kay said, "I'm gratified. The Legislature worked very

several other bills that are not directly related to the Department's financial condition but do affect the Department in some way.

FEDERAL DEFERRED PAYMENTS

Congress recently passed a law allowing states to defer paying their share of the matching funds on federal-aid construction projects until July 1976. In effect, the Federal Government is "loaning" the states their matching funds.

The Legislature passed Senate Bill 3 to allow Utah to participate in the program. The money obligated to match federal-aid monies this fiscal

Utah Transportation Commission Confirmed by Special Session

The Senate confirmed Governor Rampton's appointments to the Utah Transportation Commission during the special session. The members of the Road Commission were appointed to new terms as Transportation Commissioners. The Commissioners serve staggered six year terms. They serve without pay and receive only per diem compensation for actual expenses incurred. In order to re-establish the staggering of terms, four of the Commissioners will serve terms shorter

than six years. Terms expire in April of the designated year.

Chairman R. LaVaun Cox and Commissioner Clem H. Church were appointed to serve until 1977. Chairman Cox is the Commissioner-at-large and Commissioner Church represents Commission District 4 comprising the counties of Beaver, Garfield, Iron, Juab, Kane, Millard, Piute, Sanpete, Sevier, Washington and Wayne.

Commissioners Charles E. Ward and Samuel J. Taylor will serve until 1979. Commissioner

Ward represents Commission District 1 comprising the counties of Box Elder, Cache, Davis, Morgan, Rich and Weber. Commissioner Taylor represents Commission District 3 comprising the counties of Carbon, Daggett, Duchesne, Emery, Grand, San Juan, Summit, Uintah and Wasatch.

Vice Chairman Wayne S. Winters will serve until 1981. He represents Commission District 2 comprising the counties of Salt Lake, Tooele and Utah.

General Fund for 90 days. When the Department pays a contractor the payment is made with 100% state funds. Then the Department "bills" the

hard to find some financial relief for the Department, even though it be on a temporary basis. I'm impressed that the Legislature is concerned that Utah continue to have a viable highway improvement and maintenance program."

(Next month *Center Line* will take an in-depth look at the Department's financial position.)

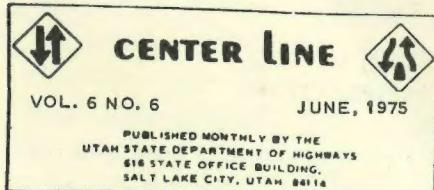
The Special Session also passed

year will need to be repaid to the Federal Government by no later than January 1, 1977.

SAFE SIDEWALKS

Under guidelines established by the Department of Transportation, cities and counties may use a portion of their B and C Funds to build sidewalks and other pedestrian safety devices along state highways. B and C Funds are

(continued on page 8)





Members of the Road Commission posed for pictures during the Commission's last official meeting held June 13 in Ogden. Front row, left to right: Commissioner Samuel J. Taylor, Vice Chairman Wayne S. Winters, Chairman R. LaVaun Cox and Commissioner Charles E. Ward. Back row: State Highway Engineer C.V. Anderson, Commissioner Clem H. Church, Secretary to the Commissioner Ronald Fernley, and Director of Highways Blaine J. Kay.



*By Steve Kartchner
Community Relations Division*

On May 10, 1909, the Utah State Road Commission was created by the Utah Legislature. Sixty-six years and 5,500 miles later, the history of the Road Commission has concluded.

The final official public meeting of the Commission was held June 13 in Ogden. On July 1 the Road Commission

becomes the Utah Transportation Commission.

The need for a road commission became apparent in 1908 as public outcries against the "beautiful, bumpy boulevards" of Salt Lake, Davis, and Weber Counties reached Governor Spry's office. He noted in a message to the legislature that public discontent with the condition of Utah's roads was well founded ("good roads" enthusiasts had sent maps pin-pointing the "bad bumps, deep chuckholes, and poorly built stretches of highway with boulder bottoms and cobblestone tops" to every county commissioner).

Upon the governor's recommenda-

tions and the suggestions of U.S. Public Roads Director Logan Page, the 1909 Legislature created by law the Utah State Road Commission. The first Commission consisted of the governor, the state engineer, the state treasurer, and one member each from the faculties of the University of Utah and the Utah State Agriculture College.

The Commission was given jurisdiction over the construction and maintenance of state roads. Probably the most important function of the first Road Commission was designation of the roads in the state which were to be part of the State Road System. The first state appropriation for state roads

... 66 Years of History

was the staggering amount of \$27,000.

In 1916 the first federal aid for highway construction was distributed among the states. With federal aid, the Road Commission administered a forest highway program and prepared countless individual road projects throughout the state, including the completion of a paving project on the "heavy traffic" roads of the state.

By 1921 the problems involving political partisanship in the Road

thirties plummeted, many victims of the Depression found jobs thanks to the Commission. Special road projects were created with the help of federal aid. The State Road Commission, in cooperation with the National Re-employment Service, hired thousands of Utahns for work on federal projects and state betterment projects. In November of 1932 the Commission employed 4,482 people. By November of 1933 the employment roll of the Commission rose to 16,917, the largest

Functions not directly involved with highway construction were initiated, like the 1938 state historical marker program.

The responsibilities of the State Road Commission were altered in 1941 when the legislature created the Engineering Commission, which was to administer the functions of the Road Commission. The Road Commission performed basically the same functions as before, but its decision-making power was restricted.

During World War II many new routes were added to the State Road System, several of them part of the strategic road network required by the military. Because interstate highway travel was steadily increasing, the Commission standardized Utah's traffic laws with those of other states. The forties also saw uniform traffic signing throughout the state.

By the early 1950's, the popularity of automobile travel called for the need to modernize many existing highways. Many two lane highways were widened to four lanes. Beck Street, Parley's Canyon, and Seventh East were rebuilt and widened as traffic through Salt Lake City increased. But the major concern of the Road Commission in the 1950's was the Interstate Highway System. The Interstate Highway Act was passed in 1956 along with the Highway Revenue Act. Now with aid from a federal fund designated solely for building highways, road construction in Utah entered its golden age.

The State's growing highway needs caused another reorganization of the Road Commission in 1957. The new Road Commission was composed of five members forming a bipartisan board with six overlapping terms. The members were to serve part-time and were to be paid only on a per diem basis. Four of the commissioners were to be residents of districts, each composed of a designated group of counties, with the fifth member being selected from the state at large. The new Commission established the first comprehensive program for the Interstate Highway System. In 1958, 20 extensive Interstate projects went into construction. Bids were let on 80 other



Most road work was done with horses during the early part of this century. This picture was taken in 1915 on a state highway in "Wilson Township."

Commission became apparent, so Governor Mabey reorganized the Commission into a three-man, bipartisan body. His philosophy was that road building is a business and should be kept out of politics. The Commission has operated under that policy ever since.

During the twenties the Road Commission made impressive advances in improving the state highway system. A more stable budget allowed for a sound maintenance program which included an efficient snow removal program and protection of all arterial highways by the installation of stop signs at all approaching streets and highways. Extensive research led to the use of oil-gravel surfacing material. Over 130 miles of road were paved with the new "dustless" surface, making driving more pleasurable, and of course, more popular.

When the economy of the early

number of people ever employed by the Commission. (Today the Highway Department has approximately 2,000 employees.)

Over 632 miles of oil-mix road were completed during the Depression. The first traffic signals were installed at busy intersections throughout the state. Extensive roadside improvements were made. Heavily populated areas saw the quality of their roads improve as maintenance programs boomed.

The large number of employees involved with road construction and maintenance in the early thirties made the Road Commission a more visible agency than it had been in past years. Consequently the need for public support was apparent. In 1937 the Commission became actively involved in soliciting support from civic clubs and the public information activities of the Commission greatly increased.

highway projects.

Development of the Interstate system got into full swing in the 1960's, and with it came problems never faced by the Commission before. Many Utah communities were afraid their economies would be disrupted when they were bypassed by the Interstate, and the Commission directed a comprehensive study of the problems of bypass. It was discovered that local economies improved as the Interstate was completed.

The Interstate projects also called for extensive long-range transportation planning. Its success is evidenced by the efficient flow of traffic currently using Interstate highways which were designed ten or twenty years ago.

The last two decades have witnessed an increasing concern for research and safety in the highway industry. Under the Commission direction, the Utah Department of Highways has become a leader in highway safety.

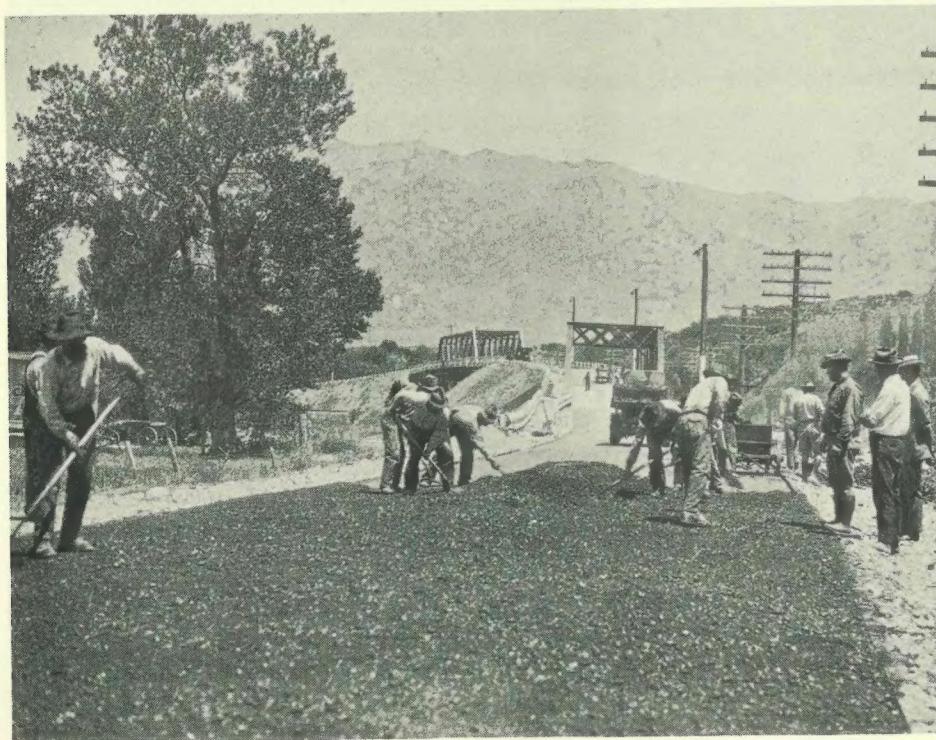
Perhaps the most visible advances made by the Commission in modern times is the emphasis placed on citizen involvement with highway development. The Commission has striven to

get input from the general public into the decision-making process.

A recent major development in Commission activities is the Collector Road System. It has created a more efficient and logical highway system by providing funds to Utah towns for construction and maintenance of local roads which feed major state highways.

Members of the Commission have served with honor and dedication and this last Road Commission is no exception. Chairman R. LaVaun Cox, Clem Church, Samuel Taylor, Charles E. Ward (who replaced the late Ross Plant), and Wayne Winters have continued and exemplified the Commission tradition of serving the best interest of all the people of Utah, setting aside partisan and regional bias and interest.

This brief summary of the achievements of the Utah State Road Commission has only scratched the surface of its history, but it is indeed enough to warrant the appreciation of all who share the benefits of a road system which continues to serve the growing needs of our society.



During the Depression, almost 17,000 people worked for the Road Commission.

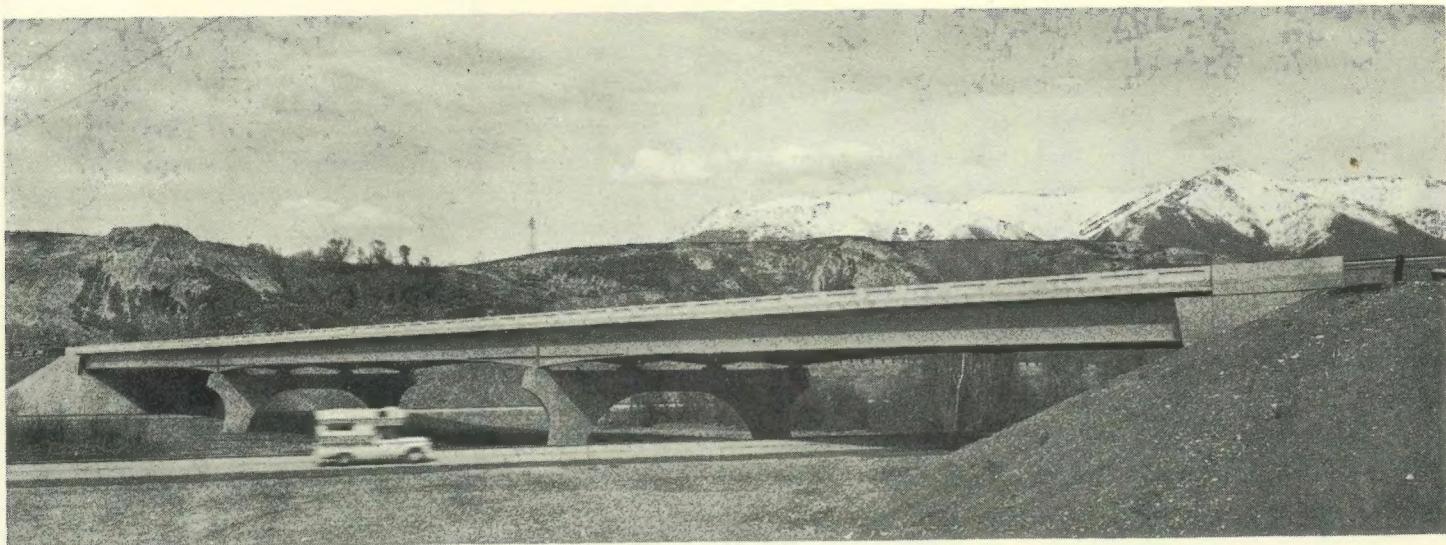
I-215 HEARING SCHEDULED

The hearing to discuss the I-215 Environmental Impact Statement has been scheduled for 10:00 a.m. Saturday, July 19, in the Cottonwood High School Auditorium [5600 South 1300 East]. The hearing is being held to discuss the social, economic and environmental effects of the proposed construction of this section of I-215 in the southeast section of Salt Lake County.

Because of the large number of people expected to attend the hearing, the Department of Transportation has requested all individuals who plan to speak at the hearing register in advance with Community Involvement Officer James E. Johnston at 328-5659. Correspondence can be addressed to Mr. Johnston at Room 612A State Office Building, Salt Lake City, Utah, 84114.

The hearing will begin with a presentation by the consulting firm of Howard, Needles, Tammen and Bergendoff, who prepared the Draft Environmental Impact Statement. Then interested individuals will be able to comment on the text of the Draft Environmental Statement in the order they registered. Those who have not registered before the hearing will be able to do so by filling out a card. Those pre-registering will be accorded the privilege of speaking first.

Any person unable to speak at the hearing can mail his testimony to the Utah Transportation Commission, Attention James E. Johnston. Letters should be postmarked no later than August 15, 1975 to be included in the official transcript of the hearing.



The South Weber Interchange on I-80N.

Utah Wins Prize Award

The Utah Department of Transportation has won the American Institute of Steel Construction 1975 Prize Bridge Award. The South Weber Interchange bridge on I-80N near Ogden was recognized for the "imaginative and aesthetic use of fabricated structural steel." The bridge was designed by the Structures Division of the Department of Transportation.

John K. Edmonds, Executive Vice President, AISC, said, "This year there were 99 entries from which were selected seven Prize Bridges and ten Award of Merit Bridges. The South Weber Interchange was named "Prize Bridge" in the Highway Grade Separation category. In view of the exceptional quality of the entries and the challenge they presented to the jury, the Utah Department of Transportation may feel justifiably proud of this citation."

This marks the fifth time the Department has won this award. The Colorado River and White Canyon bridges on U-95, Eagle Canyon bridge on I-70 and the Sand Island bridge near Bluff have all been named "Prize Bridges." The Cart Creek bridge on U-260 near Flaming Gorge won an "Award of Merit."

An award certificate will be presented to the Transportation Commission at a later date. An inscribed stainless steel plaque will also be attached to the bridge as a "permanent tribute for combining aesthetics and utility in this graceful structure."

East Canyon May Be Closed All Summer

East Canyon Reservoir, one of the most popular recreation spots on the Wasatch Front, is 22 miles further away from Salt Lake County residents this year than it was a year ago.

No, the reservoir hasn't been moved, but access to it on U-65 through East Canyon has been cut off. The road is

normally closed for the winter by snow. However, it could not be reopened this spring because it was severely damaged by the runoff from last winter's heavy snowfall and an unusually wet spring.

About 150 feet of the road broke away from the mountain side and

slipped some 40 feet into East Canyon. The moisture-caused slippage occurred about four and a half miles from the junction of U-65 and the Emigration Canyon Road.

About two miles from the junction, the road was damaged again when a tree fell into the runoff swollen waters

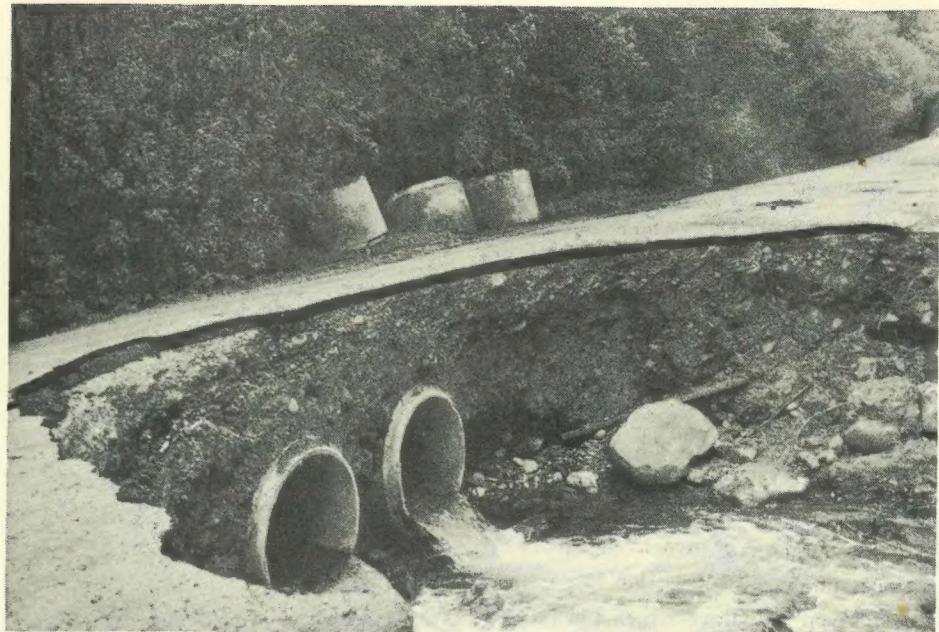
of the south fork of East Canyon Creek and blocked a culvert running under the highway. Before state maintenance crews could remove the tree, the backing stream undercut over half of the road and it collapsed.

With the Salt Lake County portion of U-65 closed to traffic, the only other roads providing access to the East Canyon Reservoir are in Morgan County--U-66 from Morgan, and the northern portion of U-65 from Henefer.

For Salt Lake County residents, the Henefer route is the shortest. It is about 56 miles from Salt Lake City via I-80 and I-80N, and takes about a half-hour longer to drive than the 34 mile trip through East Canyon on U-65.

Salt Lake County residents have been calling the State Division of Wildlife Resources and the Utah Department of Transportation asking when the East Canyon Road will be open again. The answer they have been getting is that the road will not be opened this summer, and there is a possibility that it might not be opened this year.

The problem is that it will cost an estimated \$150,000 to repair the two damaged sections of the road, and there are not sufficient funds in the state highway maintenance budget to



Swift flowing waters washed out this section of U-65.

do the job.

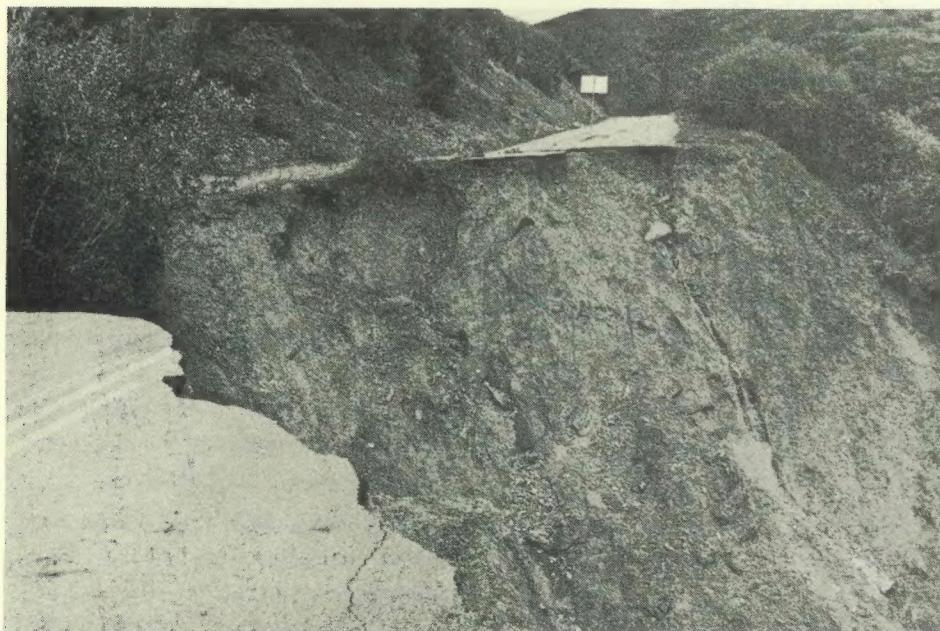
The Transportation Commission has directed Department officials to search for federal funds to repair the road, and they have responded by preparing an application to the Federal Highway Administration for Federal-aid Secondary Funds to rebuild the damaged sections of the road.

However, even if the state's application for federal funds is given quick approval, J.Q. Adair, District Two

Engineer, said the earliest the road could be opened would be fall. He said the repairs are too extensive for state maintenance forces and will have to be contracted to a private construction company. He said it will take several weeks to engineer the project and advertise it for bids before a contract can be awarded.

According to officials from the State Division of Wildlife Resources and the Division of Parks and Recreation, the closure of the East Canyon Road has not resulted in a drop in visitors to the East Canyon Reservoir. State conservation officers say there were over 8,000 people fishing on the reservoir at the opening of fishing season, and the reservoir is currently one of the best fishing spots in the state. The reservoir abounds with rainbow trout, and is also stocked with albino trout and kokanee salmon.

The East Canyon State Recreation Area on the northern end of the reservoir is one of the most popular areas in the state for water skiing, fishing, camping, boating, and hiking. The area received over 112,000 visitors last year, an estimated 60 percent from Salt Lake County. The State Division of Parks and Recreation is in the process of placing \$325,000 worth of improvements into the area.



Almost 150 feet of U-65 have collapsed into East Canyon.

SUMMER EMPLOYEES AID DEPARTMENT

By Steve Kartchner
Community Relations Division

As highway construction and maintenance reach their annual peak, summer employees, most of them students, join the Department to help with the extra workload.

So far this year about 144 summer employees have been hired according to Personnel Manager Grant Fairbanks. That figure is considerably less than the number of people hired in previous summers when the Department enjoyed a budget which permitted 300 summer employees in 1973, and 175 in 1974.

Competition for summer jobs with the Highway Department is keen, as high school graduates and college students enter the job market. Most of those hired are college students on summer break, but students just out of high school also qualify for work with the Department.

The majority of people hired as summer employees work in engineering and construction, performing such tasks as drafting, surveying, lab work, and simple inspections.

In the past many summer employees worked for the Maintenance Division, but because of a limited budget, litter pick-up, mowing, and pot-hole patching jobs are now scarce.

Perhaps the most valuable summer employees in terms of long-term Department benefits are engineer trainees. They are hired as probationary employees who assume immediate full time employment upon graduating from college. This year there are five engineer trainees in the Department. Other positions are restricted to summer work, but occasionally a summer employee is hired for full-time work if he or she meets the qualifications of the available job.

Over 12 percent of the summer employees are Black, Chicano, or

Native American, Mr. Fairbanks said. He emphasized that while the number of women summer employees has not increased this year, more women have been put to work in technical positions.

Because of an early start on big construction projects, District Three employs most of the summer help this year. District Three Administration Manager Melvin J. Rider reported that 42 summer jobs have been filled in his

district.

Since the 1940's summer employees have been a valuable force in completing highway projects on schedule. The enthusiasm and hard work summer employees provide make them a welcome sight as the Department's busiest time of year arrives.

Community Relations' Intern

The Community Relations Division will have some extra help this summer from University of Utah senior Steve Kartchner.

Steve is a communications major, who will be given the opportunity to apply his education in a practical environment as he assumes the duties of summer intern.

The variety of tasks Steve will perform include writing press releases and articles for *Center Line*, photography, meeting the public and the news media, and preparing information for public meetings.

Three years ago, Community Relations Director Steve Lawson introduced the Community Relations summer intern program to the Highway

Department. His intention was to afford journalism and communication students an opportunity to see how government agencies function. "If the graduating student gets a job requiring government reporting, the story will be accurate, and will reflect a broader understanding of government," Mr. Lawson said.

Last year's summer intern, Beth Guss, is currently working on a masters degree at the University of Utah. The first summer intern for the Community Relations Division was Warren Morningstar, who is now a full-time information specialist for the Department.

"In just the short time I've worked for the Department I've been given responsibilities which have taught me a great deal about the Department, and the importance of community relations to such a large state agency," said Steve. "I expect to be well acquainted with the needs of the Department, as well as the needs of the people who depend so much on the Highway Department in their daily lives."

Steve is a graduate of Weber High School in Ogden. He studied international relations at the Naval Academy in Annapolis, Maryland before transferring to the U of U Communications Department.



Steve Kartchner, Community Relations' summer Intern.

24th Street Viaduct Replaced!

The 24th Street Viaduct in Ogden will be replaced. State Road Commissioner Charles E. Ward made that announcement during the June 13 Commission meeting held in Ogden. Highway Department officials were informed just the day before the meeting that the Federal Highway Administration had released \$3.5 million in bridge replacement funds to Utah. Utah will have to provide \$1.4 million to match the federal money.

Director of Highways Blaine J. Kay said the 24th Street Viaduct has been the number one priority for replacement for several years. Bridge replacement funds were apportioned to the states on a formula basis, however, and

Utah's apportionment has never been enough to replace the antiquated structure. Utah was able to get this additional money because several other states were unable to obligate money apportioned to them. The Department had plans prepared and was able to commit the project to construction immediately and therefore was able to get the unused funds.

"Matching funds for this project are a problem," said Director Kay. "The double-edge sword of reduced gasoline consumption with the resultant drop in gasoline tax revenue plus the inordinate amount of inflation suffered by the highway construction industry are creating serious budget problems for the Highway Department, but," Mr.

Kay emphasized, "matching money will be found."

State Highway Engineer C.V. Anderson said the Department hopes to have the project completed by the fall of 1976. He also noted the viaduct will be closed about a year while construction is in progress.

Special Session

(continued from page 2)

monies from the Highway Construction and Maintenance Fund allocated to cities and counties for highway construction.

The bill also directs the Department to consider pedestrian safety devices during planning for new state highways.

KAIPAROWITS POWER PROJECT

During the General Session the Legislature passed the "energy package", which allows developers to prepay sales and use taxes so that roads, schools, and other community services can be developed before a rapid influx of people (See *Center Line* April 1975).

Senate Bill 5 appropriates to the Department from the Prepaid Sales and Use Tax Construction Account of the General Fund \$29.5 million for engineering and construction of a road to the Kaiparowits Power Project.



The antiquated 24th Street viaduct, soon to be replaced.

SERVICE AWARDS

40 YEARS

Dean R. Steed, Accounting

35 YEARS

Lewis Neal Porter, District 1

15 YEARS

Jay I. Davashrayee, Roadway Design

Alexander A. Fisher, District 4

Dale M. Gines, District 6

Eugene Haynie, District 2

Jan Kros, Graphic Arts

Ralph L. McCormick, District 2

Rex D. Olsen, District 3

Wallace H. Parkin, District 2

Leroy G. Peterson, Equipment Management

Pete J. Ruggeri, District 4

Max E. Wright, Equipment Management

10 YEARS

John D. Anderson, District 2

Fred Darrell Clark, District 2

Richard M. Fox, District 6

Arthur F. Harding, District 5

Marlow J. Hendrickson, Equipment Management

Joseph D. Howard, District 4

Rudolph R. Krissman, District 6

John S. Lennberg, District 2

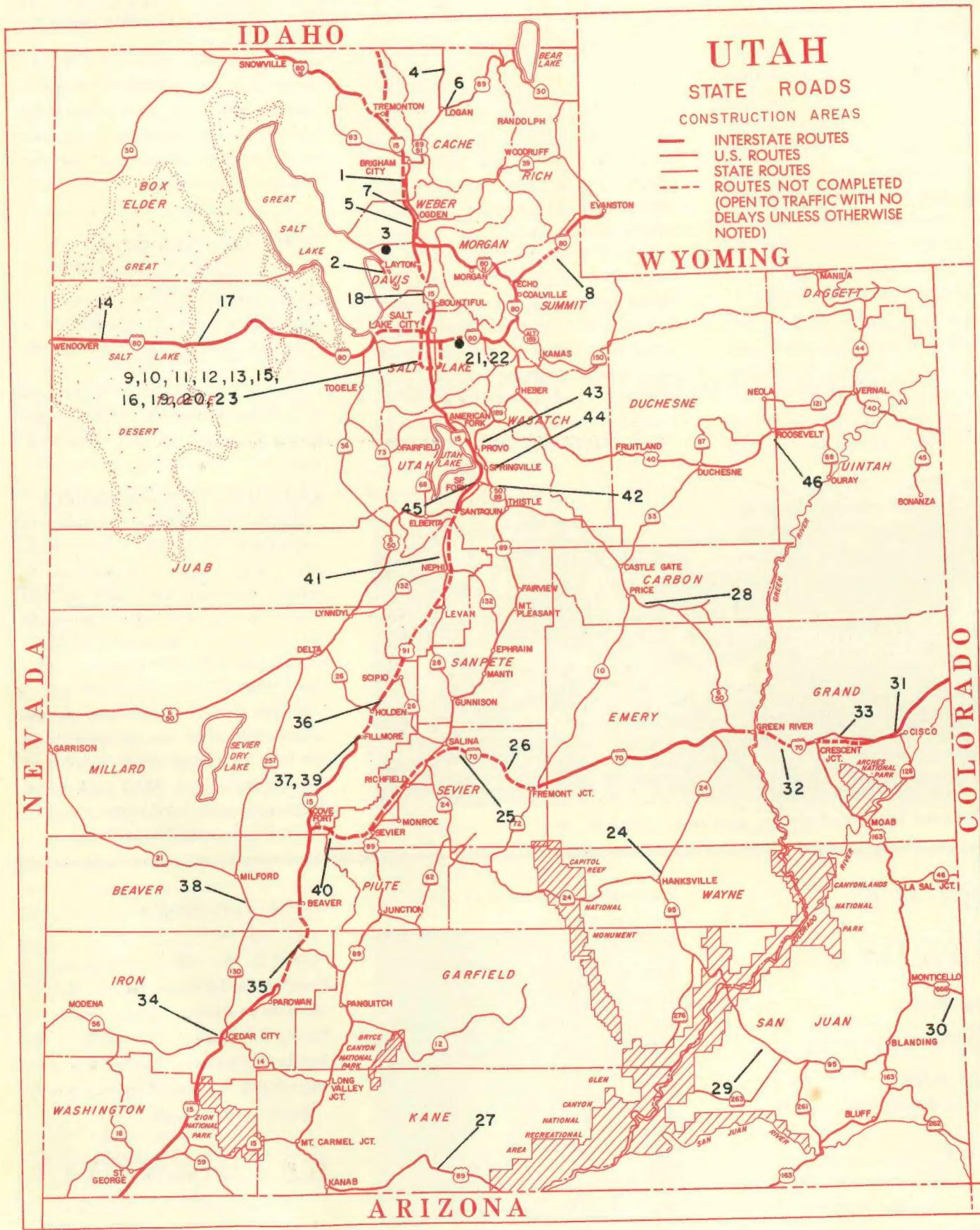
Phillip R. Mudrock, District 2

James R. Naegle, Traffic & Safety

Michael W. Roshek, Planning & Programming Division

RETIREMENTS

George A. Georgeson, Materials & Tests, 13 years



CONSTRUCTION REPORT

DISTRICT 1

M.H. CARLSON
CONSTRUCTION ENGINEER

1. I-15, Hot Springs to Perry a. 3 structures \$345,317 M. Morrin & Son, Contractor 97% complete. Proj. Eng. Luke Mildon.
- b. 3 structures: \$178,100. James Reed & Co., Contractor 67% complete. Proj. Eng. Luke Mildon.
- c. 2 structures, \$442,401. Alder Construction, Contractor, 25% complete. Proj. Eng. Larry Durrant.
- d. Concrete surfacing of I-15 section, Highway Patrol Weight Station lot, one structure. Bituminous surfacing 11th South Street, Brigham City. 12.06 miles, \$8,948,263.32. Parson Asphalt Products, Contractor, 0% complete.

e.c.d. Spring 1977

Proj. Eng. Luke Mildon

Work will not affect traffic because this project is part of the continuing construction on a ten-mile Interstate 15 section not yet open to traffic.

Watch for signs and flagmen on 11th South, Brigham City.

2. SR 127, Syracuse to Antelope Island. Construction of new road, 10.5 miles, \$1,894,000. Parson Asphalt Products, Contractor, 75% complete.

e.c.d. Spring 1976

Proj. Eng. Byron Dalrymple

Closed to traffic. Project will provide a new road over the damaged old roadway to Great Salt Lake State Park on Antelope Island.

3. Little Mountain Road, from Little Mountain to West Weber. Bituminous surfaced roadway, one structure, 6.5 miles, \$543,000. Fife Rock Products, Contractor, 84% complete.

e.c.d. May 1975

Proj. Eng. Larry Durrant

Traffic using new bridge. Project is complete except for waterproofing and final surface to be applied during the summer.

4. County Road 394, Bridge over Cub River, realign approaches. \$148,416. Clair D. Bernton, Contractor. e.c.d. Mid-July 1975

Proj. Eng. Larry Durrant.

Road will be closed for approximately 60 days beginning March 15.

5. Ogden City, various intersections. Traffic Signals, other safety improvements. \$275,335. Cache Valley Electric, Contractor 40% complete.

e.c.d. August 1975

Proj. Engineer: Ray Staples

Watch for signs and flagmen.

6. Logan Main Street, Second South to Sixth South. Curb & gutter, bit. surface, lighting and traffic signals, \$473,770. LeGrand Johnson, Contractor.

e.c.d. October 1975

Proj. Eng. Larry Durrant

Watch for signs and flagmen.

7. SR-84, Collington to Riverside. 3 structures, 12 miles, \$629,485.

96. M. Morrin & Son, Contractor, 30% complete.

e.c.d. Fall 1975

Proj. Eng. Don Johnston

Work will not affect traffic.

DISTRICT 2

C.J. REAVELEY
CONSTRUCTION ENGINEER

8. I-80, Emory to Castle Rock. Bituminous surfacing, 1 structure, 3.35 miles, \$2,984,049. L. A. Young Sons, Contractor, 85% complete.

e.c.d. Fall 1975

Project Engineer: Ed Watson

Truck crossing, watch for flagmen.

*e.c.d.: estimated completion date

9. I-215, from 18th South to 47th South. Grade and drain roadway, 4 structures, 4.91 miles, \$13,140,481. Gibbons & Reed Construction Co., Contractor, 98% complete.

e.c.d. Summer 1975

Project Engineer: Al Luckart.

10. 5300 South from State Street to Redwood Road. Bituminous surfacing, 1 structure, 2.54 miles, \$2,531,433. Schocker Construction Co., Contractor, 90% complete.

e.c.d. Summer 1975

Res. Eng. Joe Burton

Open to traffic.

11. I-215, from east of State Street to Redwood Road. Lighting and signals on State Street from 6100 South to 6400 South, 3.28 miles, \$7,744,627. J.B. Parson Construction, Contractor, 51% complete.

e.c.d. Fall 1975

Proj. Eng. Duane Christensen

Truck crossing 1300 West, Redwood Road and I-215. Watch for flagmen and equipment.

12. I-215, Redwood Road to 4700 South. Grading, drainage, concrete pavement 2 structures, 2 miles, \$4,816,429. Peter Kiewit Sons, Contractor, 49% complete.

e.c.d. Fall 1975

Project Engineer: John Nye

Watch for flagmen at 5400 South and 2450 West and at Redwood Road and I-215. Men and equipment at work.

13. 33rd South from 900 West to Redwood Road. Widening, bituminous surfacing, concrete structure over Jordan River, 1.2 miles, \$1,797,180. Gibbons & Reed Co., Contractor, 33% complete.

e.c.d. Fall 1975

Proj. Eng. John McDonald

Watch for flagmen and construction equipment.

14. I-80, Nevada State Line to Wendover Interchange. Grade and drain roadway, waterline installation, 1.23 miles, \$1,261,658. W. W. Clyde & Co., Contractor 90% complete.

Project Engineer: Don Wright

Traffic detoured from Wendover east to first interchange.

15. US 50 A, 21st South between 5600 West and 7200 West. Construction of a four-lane divided highway, \$783,931. W. W. Clyde Construction, Contractor, 71% complete.

e.c.d. Fall 1975

Project Engineer: Al Luckart

Watch for signs and flagmen at truck crossing.

16. I-215, nb structure over 3500 S and J-2 ramp, \$1,251,286. Alder Construction Co., Contractor, 5% complete.

e.c.d. Fall 1975

Project Eng. Al Luckart

Watch for signs and flagmen.

17. I-80, Wendover to Saltair. Mileposting and interchange numbering, \$54,316. Flasher Barricades, Contractor 0% complete.

e.c.d. Fall 1975

Project Eng. Don Wright

Watch for early warning signs and flagmen.

18. I-15, Parrish to Burke Lanes. Bridge deck resurfacing, \$172,372. Gibbons & Reed, Contractor, 25% complete.

e.c.d. Fall 1975

Resident Eng. Joe Burton

Watch for signs and flagmen.

19. I-15, 2400 South to 3500 South, I-80, 2400 South Interchange to Parleys Interchange, bridge deck surfacing, \$147,824. Weyher Construction Co., Contractor, 60% complete.

e.c.d. July 1975

Project Eng. Al Luckart

Watch for signs and flagmen.

20. I-15, Second South Interchange, I-80, Redwood Road to Second South, 6th North Viaduct. Bridge deck surfacing, \$221,227. Weyher Construction, Contractor, 55% complete.

e.c.d. July 1975

Proj. Eng. Al Luckart

Watch for signs and flagmen

21. I-80, Parleys Canyon Mouth to Mountain Dell Bituminous surfacing, 4.98 miles, \$1,301,536. Gibbons & Reed, Contractor, 0% complete.

e.c.d. Fall 1975

Proj. Eng. John Nye

Watch for signs and flagmen.

22. I-80, Mountain Dell to Lambs Canyon Bituminous surfacing, 3.56 miles, \$1,009,789. Peter Kiewit Sons, Contractor, 0% complete.

e.c.d. Fall 1975

Proj. Eng. E.J. Watson

Watch for signs and flagmen.

23. I-15, 3300 South to 7200 South Bridge deck surfacing on 21 structures, \$1,098,554. Peter Kiewit Sons, Contractor, 0% complete.

e.c.d. Oct. 1975

Res. Eng. Joe Burton

Watch for signs, traffic restricted to two lanes each direction

DISTRICT 3

TED CHRISTENSEN
CONSTRUCTION ENGINEER

24. U-24, Hanksville to Hanksville Airport. Bituminous surface, 1 structure, 3 miles, \$1,135,000. L. A. Young Sons, Contractor, 93% complete.

e.c.d. July 1975

Proj. Eng. Chase Shurtz

Detour around bridge construction, using old road. Controlled by signs.

25. I-70, Salina easterly. Bituminous surface, 2 structures, 4.49 miles, \$3,891,872. L.A. Young Sons Construction, Contractor, 55% complete.

e.c.d. Summer 1976

Proj. Eng. Russell Talbot

Traffic continues to use existing road. Little traffic interference expected.

26. I-70, Gooseberry Jct. To Spring Canyon. Bituminous surfacing, 9.78 miles, \$2,087,755.55. Corn Construction Co., Contractor, 0% complete.

e.c.d. Oct. 1975

Proj. Eng. Craig Bartholomew

Two lanes of traffic each direction will be maintained through construction zone. Watch for flagmen and signs.

27. US-89, Paria River to Glen Canyon City. Bituminous surfacing 11.5 miles, \$735,108.60. Thorn Construction Co., Contractor, 0% complete.

e.c.d. Oct. 1975

Proj. Eng. Chase Shurtz

One-way traffic through construction zone. Watch for signs and flagmen.

28. I-89, Paria River to Glen Canyon City. Bituminous surfacing 11.5 miles, \$735,108.60. Thorn Construction Co., Contractor, 0% complete.

e.c.d. May 1976

Proj. Engineer: Darwin Hunt

Watch for signs & flagmen.

29. I-70, Fremont Jct. to Colorado Line. Auxiliary rest rooms, \$66,147. Control Inc., Contractor, 0% complete.

e.c.d. Fall 1975

Proj. Eng. Jerry Mecham

Project will provide facilities at each rest area on this portion of I-70.

30. I-70, Floy Wash to Crooked Wash. Bituminous surfaced roadway, east and westbound lanes, 4.89 miles, \$2,784,081. L. A. Young Sons, Contractor, 0% complete.

e.c.d. Summer 1976

Proj. Eng. Jerry Mecham

Traffic will use existing roadway until eastbound lane has been completed. Little interference with traffic expected. Watch for signs and flagmen.

31. I-70, Crooked Wash to Crescent Jct. Bituminous surfaced roadway, two structures, 1.87 miles, \$3,657,076. L. A. Young Sons, Contractor, 0% complete.

e.c.d. Summer 1976

Proj. Eng. Jerry Mecham

Traffic will use existing roadway, no interference expected.

32. I-15, Spanish Fork to Provo. Bituminous surfacing, 8.35 miles, \$1,884,805. W. W. Clyde & Co., Contractor, 0% complete.

e.c.d. Oct. 1975

Proj. Eng. Tom Law

Watch for signs and flagmen.

33. I-15, South to North Cedar City. Landscaping, 8 miles, \$328,000. Miya Bros., Contractor 80% complete.

e.c.d. October 1975

Proj. Engineer: Bob Hulick

34. I-15, Beaver to Fremont Wash. Grading southbound lane, 5.9 miles, \$2,004,607. Industrial Construction co., Contractor 70% complete.

e.c.d. Fall 1975

Project Engineer Bob Rowley

35. I-15, North Holden to Scipio. Grade, drain, surfacing, 8 miles, \$6,680,000. Indu Construction Co., Contractor, 42% complete.

e.c.d. May 1976

Proj. Eng. Karl Burgess

Watch for signs and flagmen.

36. I-15, North Holden to Scipio. Grade, drain, surfacing, 8 miles, \$6,680,000. Indu Construction Co., Contractor, 42% complete.

e.c.d. May 1976

Proj. Eng. Karl Burgess

Watch for signs and flagmen.

37. I-15, Fillmore to North Holden. Grading and draining, 2 structures, 10.34 miles, \$4,923,668. W.W. Clyde & Co., Contractor, 25% complete.

e.c.d. May 1976

Proj. Engineer: Darwin Hunt

Watch for signs & flagmen.

38. U-21, Minersville to Milford. Bituminous surfacing, 4.37 miles, \$124,580. James Reed Construction Co., Contractor, 50% complete.

e.c.d. July 1975

Proj. Eng. Bob Rowley

Watch for signs and flagmen.

39. I-15, North and South Filmore Interchanges. Interstate lighting, \$98,908.43. Hamilton Bros. Electric, Contractor, 0% complete.

e.c.d. Sept. 1975

Proj. Eng. Darwin Hunt

Watch for signs and flagmen.

40. I-70, Jct. with I-15 to Shingle Creek. Bituminous surfacing, 7.24 miles, \$1,277,765. Peter Kiewit Sons, Contractor, 0% complete.

e.c.d. Oct. 1975

Proj. Eng. Darwin Hunt

Watch for signs and flagmen.

41. I-15, Nephi northerly. Grading, draining, clearing right-of-way, surfacing 10.5 miles, \$4,499,595. Cox Construction Co., 90% complete.

Project Engineer: John Keyes

New alignment, no interference with traffic.

42. I-15, Interchange with Moark Connection. Surfacing and structures, \$1,597,053. W. W. Clyde & Co., Contractor, 67% complete.

e.c.d. 1975

Project Engineer: Tom Law

Very little interference with traffic. Controlled by signs and flagmen.

43. I-15, 1200 South to 1600 North in Orem. Landscaping, 4.45 miles, \$342,329. Greek Gardens, Inc., Contractor, 95% complete.

e.c.d. June 1975

Proj. Eng. Russell Anderson

Very little traffic interference, watch for signs and flagmen.

44. I-15, North and 5th West in Provo. Traffic signals and channelization, resurfacing. \$211,618. L.C. Nelson Construction Co., Contractor, 30% complete.

e.c.d. Early Fall

Project Engineer: Phil Lundell

Watch for signs and flagmen.

45. I-15, Spanish Fork to Provo. Bituminous surfacing, 8.35 miles, \$1,884,805. W. W. Clyde & Co., Contractor, 0% complete.

e.c.d. Oct. 1975

Proj. Eng. Tom Law

Watch for signs and flagmen.

46. US-40, Roosevelt Main Street, U-33, Strawberry River Bridge. Bituminous surfacing, one structure, .8 miles, \$423,035.96. Thorn Construction Co., Contractor, 0% complete.

e.c.d. Sept. 1975

Proj. Eng. Larry Buss

Watch for signs and flagmen.

Detours provided when necessary. Traffic will detour around Strawberry River Bridge.

DISTRICT 6

ERNEST WILSON
CONSTRUCTION ENGINEER

47. I-15, Nephi northerly. Grading, draining, clearing right-of-way, surfacing 10.5 miles, \$4,499,595. Cox Construction Co., 90% complete.

Project Engineer: John Keyes

New alignment, no interference with traffic.

48. I-15, Interchange with Moark Connection. Surfacing and structures, \$1,597,053. W. W. Clyde & Co., Contractor, 67% complete.

e.c.d. 1975

Project Engineer: Tom Law

Very little interference with traffic. Controlled by signs and flagmen.

COMMISSION ACTION

55 MPH SPEED LIMIT

The Commission gave final approval to a resolution establishing 55 mph as the permanent maximum speed limit in Utah. The new resolution replaces a resolution passed last January that established a 55 mph limit until "the President declares there is no fuel shortage or on June 30, 1975, whichever date first occurs."

The permanent 55 mph limit brings Utah into compliance with national legislation that ties federal highway funds to the 55 mph limit.

BLUE BELL BRIDGE REPAIRS

The Commission authorized the San Pete County Commission to allocate \$8,779.35 from the county's share of Collector Road Funds to pay for repairs to the Blue Bell Bridge on Collector Road 52 in Ephriam Canyon. The county recently rebuilt the bridge after a loaded truck had broken through it. However, the repairs were made before the county formally applied for Collector Funds to finance the project. According to state regulations, Collector Road Funds can not be used to pay for project costs prior to the approval of a project. However, the Commission deemed the repairs to the bridge were of an emergency nature and waived the regulations in this instance.

REDESIGNATION OF I-80N

The Commission concurred with a proposal by Idaho's Transportation Department to give I-80N through Idaho and Utah a new designation. I-80N will become I-82 if the proposal is accepted by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO has encouraged the elimination of divided routes in the Interstate System as rapidly as possible. I-80N is the only

divided route in Utah.

COLLECTOR ROAD REVISIONS

At the request of the San Pete County Commission, the State Road Commission deleted from the Collector Road System an eight mile portion of Collector Road 42 from the Millard County Line east to a junction with Collector Road 44. The Commission redesignated the remaining portion of Collector Road 42 from the south end of Centerfield to the junction with US-89 as Collector Road 44.

The Commission added to the Collector Road System .79 miles of roadway beginning at the Manti-Ephriam Airport and running south and east to a junction with US-89. The road was designated as Collector Road 452. The Commission also added to the Collector Road System a road beginning in Section 1 T17S R2E and running east 3.48 miles to a junction with US-89 in Ephriam. The road was designated as Collector Road 454.

At the request of the Summit County Commission, the State Road Commission relocated a portion of Collector Road 262 .10 miles north of its present location and recommended that the Federal Highway Administration relocate Federal-aid Secondary Route 183 to be coincident with the relocation of Collector Road 262.

At the request of Utah County and Springville City officials, the Commission removed Collector Road 149 from the Collector Road System and added 9200 North to the system from U-74 to 6800 West Street in Utah County. The addition was designated as Collector

Road 451.

PROGRAMMING

\$70,000 in federal-aid funds was programmed to the Supportive Services Program. The money will be used to counsel, train, transport, recruit, and relocate federal-aid highway construction trainees and apprentices assigned to contractors.

Under the Safer Roads Program (proper signing) \$15,000 were programmed for Midvale, \$5,000 to Salem City, \$15,000 to Tooele County, and \$15,000 to Morgan County.

To improve the intersection of U-132 and U-125 in Lemington \$30,000 were programmed in Federal-aid Secondary Funds. The amount of TOPICS fund programmed to improve the intersection of 2100 South and 2100 East in Salt Lake City was increased from \$38,000 to \$57,200.

The Commission programmed \$3.5 million in federal Bridge Replacement Funds and \$1.2 million in state matching funds for the construction of a new viaduct on Ogden's 24th Street. \$200,000 in state funds were also programmed to widen and improve Ogden's B Avenue. \$69,000 in Bridge Replacement Funds were programmed to build a new bridge over the Strawberry River on U-33.

The Commission increased from \$110,000 to \$250,000 the amount of federal High Hazard Program funds programmed for safety improvements at a railroad crossing at the junction of U-84 and U-108 in Weber County.

BULK RATE
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